

AMENDMENTS TO THE CLAIMS

~~1~~ 1.- 18. (canceled)

19. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first brake pad lining detachably connected to the actuating device;

a second brake pad lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly having a design that actively lifts and provides a clearance for the first brake pad lining, wherein the spring assembly is arranged against said brake pad such that it precludes an unsymmetrical load on the brake pad with respect to the central plane of the brake housing, wherein the spring assembly includes:

a first leg portion which is detachably hooked [at] to a shackle portion of a carrier plate portion of the first brake pad lining, wherein a shackle is disposed shaped on a first side of the carrier plate first brake lining opposing a frictional lining portion of the first brake pad, wherein said frictional lining is secured on a second side of said carrier plate, wherein said frictional lining provides and being secured to the back side of a carrier plate having a front side that carries the frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application[.]

wherein the first leg portion of the spring assembly is supported on the first brake pad lining in a circumferential direction between two actuating devices.

20. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly abuts, in a protected fashion, in an indentation of the brake housing.

21. (canceled)

22. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly includes a second leg portion detachably hooked into a bore in the brake housing.

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23. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is arranged in a recess between two bridge portions of the brake housing.

24. (Previously presented) The spot-type disc brake assembly as claimed in Claim 23, wherein the first leg portion of the spring assembly, at its free end, includes bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle.

25. (Previously presented) The spot-type disc brake assembly as claimed in Claim 23, wherein the spring assembly includes a second leg portion supported in the recess on the brake housing.

26. (Previously presented) The spot-type disc brake assembly as claimed in Claim 24, wherein the spring assembly includes a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly.

27. (Previously presented) The spot-type disc brake assembly as claimed in Claim 26, wherein the brake housing includes at least one groove-shaped indentation.

28. (Previously presented) The spot-type disc brake assembly as claimed in Claim 27, wherein the at least one grooved-shaped indentations are shaped during casting of the brake housing.

29. (Previously presented) The spot-type disc brake assembly as claimed in Claim 27, wherein said spring assembly further includes the second leg portion with a free end having at least one matingly configured fastening portion(s) under a spring bias that improves accurate positioning and hold of the second leg.

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30. (Previously presented) The spot-type disc brake assembly as claimed in Claim 29, wherein the two matingly configured fastening portions are received in the at least one groove-shaped indentations.

31. (Previously presented) The spot-type disc brake assembly as claimed in Claim 29, wherein the matingly configured fastening portion is received at the groove-shaped indentation.

32. (Previously presented) The spot-type disc brake assembly as claimed in Claim 29, wherein the matingly configured fastening portion is received at a fastening portion bore in the brake housing.

33. (Previously presented) The spot-type disc brake assembly as claimed in Claim 26, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferentially or a radially accurate positioning on the brake housing.

34. (Previously presented) The spot-type disc brake assembly as claimed in Claim 33, wherein the pocket is shaped during casting fabrication of the brake housing.

35. (Previously presented) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a spiral-type wound tension spring having an end portion which is detachably fastened to the brake housing

36. (Previously presented) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a compression spring having an end portion which is detachably fastened to the brake housing.

37. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is configured as a leg spring having an end portion which is detachably fastened on the brake housing.

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38. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein at least one mid-portion of the spring assembly is conformed to an "S" shape, and wherein an end portion of the spring assembly is supported on the brake housing in a circumferential direction.

39. – 40. (canceled)

41. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing including at least one groove-shaped indentation, wherein the at least one grooved-shaped indentation[s are] is shaped during casting of the brake housing;


an actuating device arranged in the brake housing to apply an actuating force to a first brake lining detachably connected to the actuating device;

a second brake pad lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for a frictional lining portion at least one side of the first brake pad lining, wherein the spring assembly is arranged against said brake pad such that it precludes an unsymmetrical load on the brake pad with respect to the central plane of the brake housing, wherein the spring assembly abuts, in a protected fashion, on the brake housing in said at least one groove-shaped [an] indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake pad lining, wherein the shackle resides on a back side of a carrier plate portion of the first brake pad ~~is shaped on a side of the first brake lining opposing the~~ and wherein a frictional lining is and being secured to the back side of a carrier plate having a front side of said carrier plate, wherein said frictional lining provides that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and


 a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

two matingly configured fastening portions under a spring bias that improves accurate positioning and hold of [the] a second leg portion of said spring assembly, wherein the two matingly configured fastening portions are received at the groove-shaped indentations.

42. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing including at least one groove-shaped indentation, wherein the grooved-shaped indentations are shaped during casting of the brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first brake pad lining detachably connected to the actuating device;

a second brake pad lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake pad lining, wherein the spring assembly is arranged against said brake pad such that it precludes an unsymmetrical load on the brake pad with respect to the central plane of the brake housing, wherein the spring assembly abuts an indentation on the brake housing, in a protected fashion wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake pad lining, wherein the shackle is attached to a back side of a carrier plate portion of the brake pad and wherein a shaped on a side of the first brake lining opposing the frictional lining portion of the brake pad is and being secured to a front the back-side of [a] the carrier plate having a front side that carries a wherein the frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

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a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

a matingly configured fastening portion under a spring bias that improves accurate positioning and hold of [the] second leg portion of said spring assembly, wherein the matingly configured fastening portion is received at the groove-shaped indentation or at a fastening portion bore in the brake housing.

43. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first ~~brake pad lining~~ detachably connected to the actuating device;

a second brake ~~pad lining~~ detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first ~~brake pad lining~~, wherein the spring assembly is arranged against said brake pad such that it precludes an unsymmetrical load on the brake pad with respect to the central plane of the brake housing, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first ~~brake pad lining~~, wherein the shackle is attached to a back side of a carrier plate portion of the brake pad and wherein a shaped on a side of the first brake lining opposing the frictional lining portion of the brake pad is and being secured to a front the back-side of a carrier plate, said frictional lining providing having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad lining for actively lifting the actuating device after a braking application, wherein the first leg portion of said spring assembly includes a at its free end, having includes:

21 bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

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a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferential or a radially accurate position[ing] on the brake housing, wherein the pocket is shaped during casting fabrication of the brake housing.

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**AMENDMENTS TO THE TITLE**

Please change the title everywhere except in the Declaration to read –Spot-Type Disc  
Brake With a Spring Assembly for a Brake Pad –